

# North–South Corridor Study

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## **SAFETEA-LU Section 6002 Coordination Plan for Agency and Public Involvement**

Federal-aid Project No. STP-999-A(365)X

ADOT Project No. 999 PN 000 H7454



Arizona Department of Transportation

Urban Project Management 205 South 17th Avenue, Room 129, Mail Drop 605E

Phoenix, Arizona 85007



Federal Highway Administration

Arizona Division

4000 North Central Avenue, Suite 1500

Phoenix, Arizona 85012

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# 1 Introduction

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## 1.1 Purpose of the Coordination Plan

The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) was enacted in 2005. It addresses the many challenges facing our nation's transportation system, such as improving safety, reducing traffic congestion, improving efficiency in freight movement, increasing intermodal connectivity, and protecting the environment.

Section 6002 of SAFETEA-LU requires the lead agencies for any federally funded project performing an environmental impact statement (EIS) to establish a plan for coordinating public and agency involvement during the environmental review process.

Because the Federal Highway Administration (FHWA) is expected to provide funding for this project, it is the lead federal agency for the project. The Arizona Department of Transportation (ADOT), as the direct recipient of federal funds for the project, is the joint lead agency and the project sponsor.

This coordination plan defines the process by which ADOT and FHWA will communicate information about the North–South Corridor Study EIS to the cooperating and participating agencies and to the public. The plan also identifies how input from agencies and the public will be solicited and considered.

This coordination plan facilitates and documents the lead agencies' interaction with the public and other agencies. It describes how the coordination will be accomplished throughout the environmental review process. This coordination plan promotes an efficient and streamlined process and good project management through coordination, scheduling, and early resolution of issues.

This coordination plan:

- identifies early coordination efforts
- identifies cooperating and participating agencies
- establishes the timing and methods for gathering agency input on the project's purpose and need, study area, range of alternatives, study methodologies, technical reports, findings of the draft EIS, preferred alternative, and mitigation strategies
- establishes the timing and methods for gathering public input on the project's purpose and need, study area, range of alternatives, issues of concern, environmental features, and findings of the draft EIS
- describes the communication methods for informing the community about the project
- establishes a conflict resolution process for the cooperating agencies

This coordination plan is being developed in conjunction with a separate public involvement plan. It will be updated periodically to reflect any changes to the project schedule and other items that may require updating over the course of the project.

## 1.2 Background and Study Description

ADOT, in cooperation with FHWA, has prepared this coordination plan as required by Section 6002 of SAFETEA-LU for the North–South Corridor Study. The North–South Corridor is a major new transportation corridor proposed in Pinal County, Arizona. ADOT and FHWA are advancing this study through preparation of an EIS.

The North–South Corridor is bounded on the north by United States Route 60, in the vicinity of Apache Junction, and extends south for approximately 45 miles to Interstate 10 between Eloy and Marana (Figures 1 and 2).

As part of this study, a purpose and need statement is being developed to provide a summary of existing conditions, historical context, regional population and economic growth, and future travel demand. The purpose and need statement has been refined based on input from agencies and the public during the initial coordination and scoping period.

The proposed North–South Corridor is needed to achieve transportation objectives identified in local, regional, and statewide plans. Several of these plans are listed below, with the authors in parentheses.

- Southeast Maricopa/Northern Pinal County Area Transportation Study, 2003 (Maricopa Association of Governments, Central Arizona Association of Governments, ADOT)
- Pinal County Corridors Definition Study, 2007 (ADOT)
- Queen Creek Small Area Transportation Study, 2007 (Town of Queen Creek, ADOT)
- Coolidge-Florence Regional Transportation Plan, 2008 (City of Coolidge, Town of Florence, ADOT)
- Pinal County Regionally Significant Routes Plan for Safety and Mobility, 2008 (Pinal County)
- Pinal County Comprehensive Plan, 2009 (Pinal County)
- Statewide Transportation Planning Framework, 2010 (ADOT)

The purpose of the proposed corridor, as currently defined, is to add continuous and nonfragmented north-to-south transportation capacity in the North–South Corridor, accommodate projected travel demand, relieve congestion anticipated to result from projected growth, provide traffic relief to Interstate 10, and provide a direct connection to the eastern portion of the Phoenix metropolitan area.

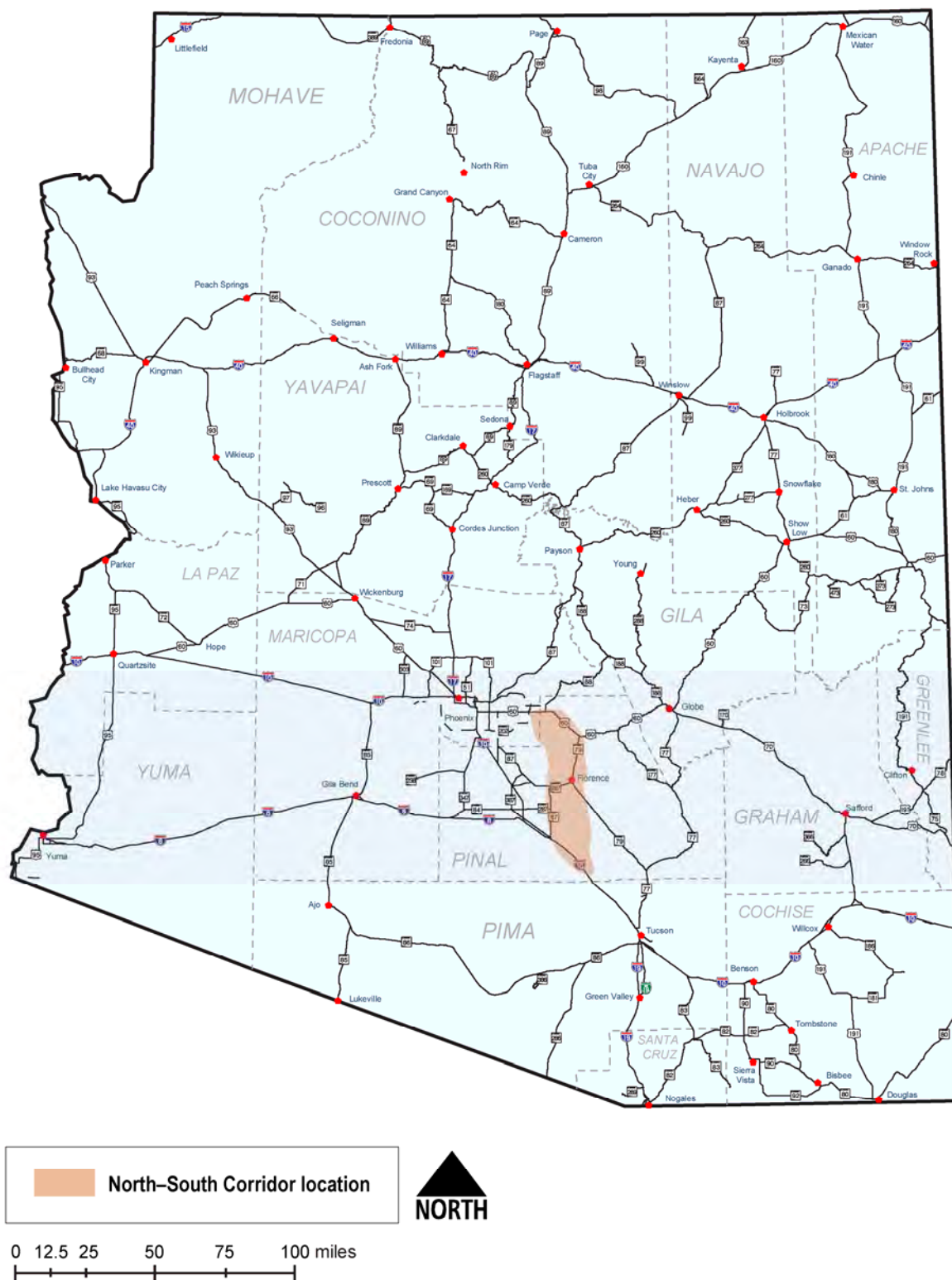
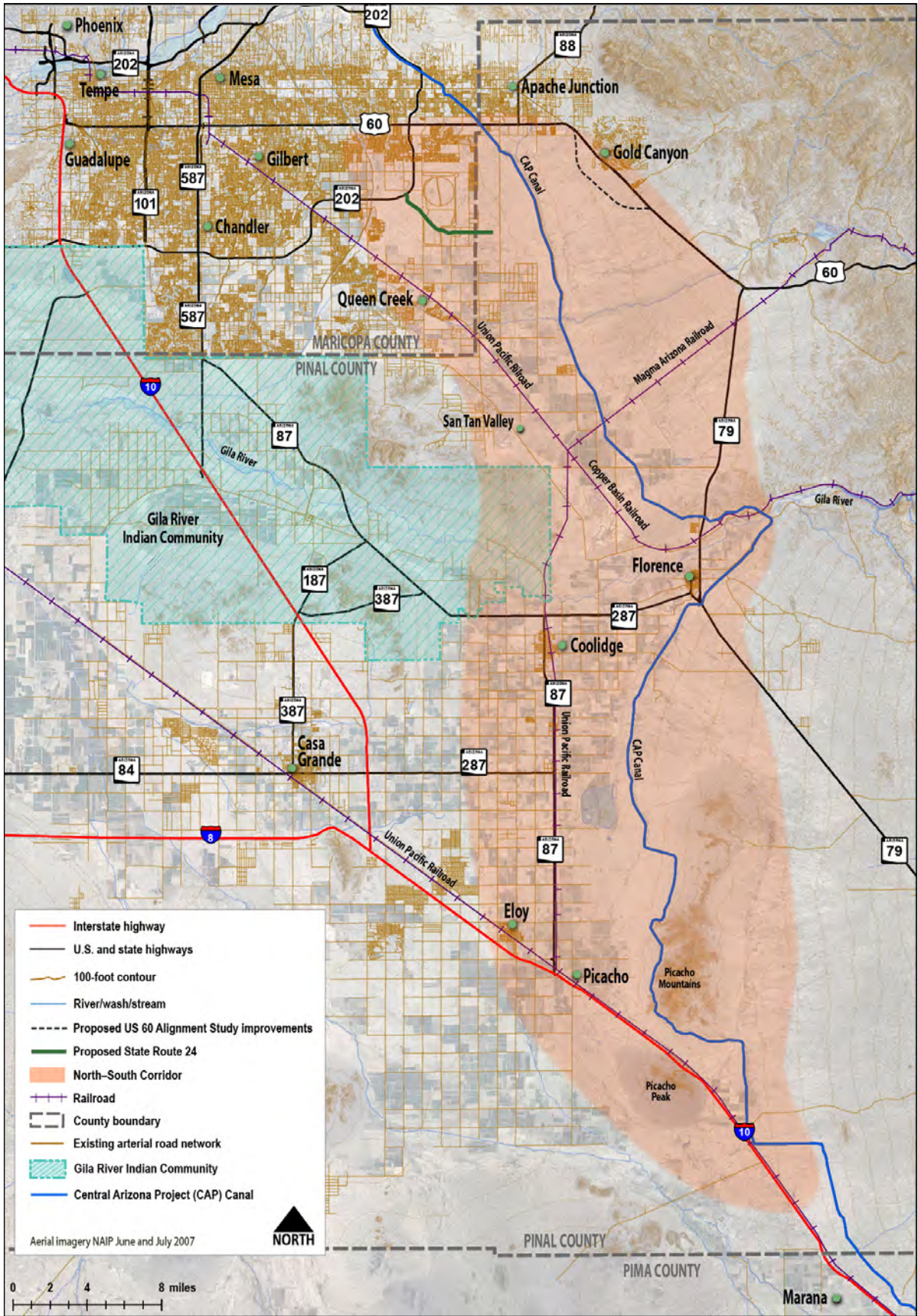
**Figure 1.** North–South Corridor location in the state



Figure 2. North-South Corridor vicinity





## 2 Lead, Cooperating, and Participating Agencies and Key Stakeholders

This section identifies the lead, cooperating, and participating agencies that will be involved with the North–South Corridor Study. It defines their roles and responsibilities and also identifies several nongovernmental entities that will be key stakeholders.

### 2.1 Agency Roles and Responsibilities

The agencies discussed in this section (except for the lead agencies) have been invited by letter to participate in the North–South Corridor Study. All cooperating and participating agencies are responsible for:

- participating in the scoping process
- providing comments on the purpose and need, study methodologies, and range of alternatives
- identifying any issues of concern regarding the project’s impacts on the natural and human environments
- providing timely input on unresolved issues

### Lead Agencies

Table 1 shows the lead agencies for this project, including their roles and responsibilities.

**Table 1.** Lead agency roles and responsibilities

Agency	Role	Responsibilities
Federal Highway Administration	Lead	Manage Section 6002 process, prepare environmental impact statement, provide opportunity for public and agency involvement, approve environmental document, provide funding
Arizona Department of Transportation	Lead, project sponsor	Manage Section 6002 process, prepare environmental impact statement, provide opportunity for public and agency involvement, provide state funding match, construct and maintain facility (if applicable)

### Cooperating Agencies

Cooperating agencies are specifically requested by the lead agency to participate during the environmental evaluation process for the project. National Environmental Policy Act (NEPA) regulations—codified in 23 Code of Federal Regulations § 771.111(d)—require that those federal agencies with jurisdiction by law (with permitting or land transfer authority) or with special expertise regarding any potential project-related environmental impact be invited to serve as cooperating agencies for an EIS. A state or local agency with similar qualifications may also become a cooperating agency. When the potential impacts would occur on land of tribal interest, a Native American tribe may also become a cooperating agency.

Should a federal agency choose to decline cooperating agency status, that agency is obligated to respond to the invitation in writing and provide a copy of that response to the Council of Environmental Quality, in accordance with 40 Code of Federal Regulations § 1501.6(c).

Should a federal agency choose to decline cooperating agency status, that agency will automatically be considered a participating agency. If a federal agency should choose to decline both cooperating and participating status, that agency must submit a written response stating that it (1) has no jurisdiction or authority with respect to the project, (2) has no expertise or information relevant to the project, and (3) does not intend to submit comments on the project. In the absence of a written response, invited federal agencies will automatically be considered participating agencies.

Cooperating agencies invited to participate in this study are listed in Table 2. These cooperating agencies are also invited to be participating agencies. If new information reveals the need to request another agency to serve as a cooperating agency, ADOT will issue an invitation to that agency.

**Table 2.** Agencies invited to serve as cooperating agencies

Agency	Responsibilities	Status
U.S. Army Corps of Engineers	Ensure Clean Water Act compliance; provide Section 404 permit; provide comments on purpose and need, impact assessment methodologies, and range of alternatives	Accepted invitation – cooperating agency
U.S. Department of the Interior Bureau of Land Management	As trustee for federal land, provide input on potential impacts to federal land; provide comments on purpose and need, impact assessment methodologies, and range of alternatives	No response to invitation – participating agency
U.S. Department of the Interior Bureau of Reclamation	As a water management agency, provide input on potential impacts to water and hydropower facilities; provide comments on purpose and need, impact assessment, methodologies, and range of alternatives	Accepted invitation – cooperating agency
U.S. Environmental Protection Agency	Protect human health and the environment; provide comments on purpose and need, impact assessment methodologies, and range of alternatives	Accepted invitation – cooperating agency
U.S. Fish and Wildlife Service	Conserve, protect, and enhance fish, wildlife, and plants and their habitats; ensure compliance with the Endangered Species Act; provide comments on purpose and need, impact assessment methodologies, and range of alternatives	Accepted invitation – cooperating agency
Western Area Power Administration	As owner of power facilities, provide input on potential impacts to these federal facilities; provide comments on purpose and need, impact assessment methodologies, and range of alternatives	Accepted invitation – cooperating agency
U.S. Department of Transportation Federal Railroad Administration	The Federal Rail Administration (FRA) has expressed interest in the study as decisions for the Study Corridor could impact the Arizona Passenger Rail Corridor Study: Tucson to Phoenix Project.	Accepted invitation – cooperating agency

Invitation letters were mailed to the agencies listed in Table 2 on October 4 and 5, 2010. Letters accepting the invitation to serve as cooperating agencies were received from each agency (Appendix A), except for the U.S. Department of the Interior Bureau of Land Management—this agency will be designated as a participating agency.

## Participating Agencies

Section 6002 of SAFETEA-LU created a new category of agencies to participate in the EIS environmental review process: federal, state, tribal, regional, and local governmental agencies with an interest in the project. These participating agencies are formally invited to participate in the environmental review process. Nongovernmental organizations and private entities cannot serve as participating agencies.

Any federal agency invited to participate in the environmental review process shall be designated as a participating agency unless the invited agency informs the lead agency, in writing, by the deadline specified in the invitation that it: (1) has no jurisdiction or authority with respect to the project, (2) has no expertise or information relevant to the project, and (3) does not intend to submit comments on the project.

The invited participating agencies are shown in Table 3. Designation as a participating agency does not imply project support and, if applicable, does not provide an agency with increased oversight or approval authority beyond its statutory limits.

**Table 3.** Agencies invited to serve as participating agencies

Agency	Responsibilities	Status
<b>Federal agencies</b>		
U.S. Department of Agriculture Natural Resources Conservation Service	Provide input relative to agency's interest in the project	No response to invitation – participating agency (any invited federal agency that does not submit a letter declining the invitation is designated as a participating agency)
U.S. Department of Transportation Federal Aviation Administration	Provide input relative to agency's interest in the project	No response to invitation – participating agency (any invited federal agency that does not submit a letter declining the invitation is designated as a participating agency)
U.S. Department of Transportation Federal Railroad Administration	Provide input relative to agency's interest in the project	FRA requests cooperating agency status on the EIS
U.S. Department of Transportation Federal Transit Administration	Provide input relative to agency's interest in the project	No response to invitation – participating agency (any invited federal agency that does not submit a letter declining the invitation is designated as a participating agency)
<b>State agencies</b>		
Arizona Air National Guard	Provide input relative to agency's interest in the project	Accepted invitation – participating agency
Arizona Department of Corrections	Provide input relative to agency's interest in the project	No response to invitation
Arizona Department of Environmental Quality	Provide input relative to agency's interest in the project	No response to invitation
Arizona Department of Public Safety	Provide input relative to agency's interest in the project	No response to invitation
Arizona Game and Fish Department	Provide input relative to agency's interest in the project	Accepted invitation – participating agency
Arizona State Land Department	Provide input relative to agency's interest in the project	No response to invitation
Arizona State Parks	Provide input relative to agency's interest in the project	Accepted invitation – participating agency
<b>Counties</b>		
Maricopa County	Provide input relative to agency's interest in the project	No response to invitation
Pinal County	Provide input relative to agency's interest in the project	No response to invitation

(continued on next page)

**Table 3.** Agencies invited to serve as participating agencies (*continued*)

Agency	Responsibilities	Status
<b>Cities and towns</b>		
City of Apache Junction	Provide input relative to agency's interest in the project	Accepted invitation – participating agency
City of Casa Grande	Provide input relative to agency's interest in the project	Accepted invitation – participating agency
City of Coolidge	Provide input relative to agency's interest in the project	No response to invitation
City of Eloy	Provide input relative to agency's interest in the project	Accepted invitation – participating agency
City of Mesa	Provide input relative to agency's interest in the project	Accepted invitation – participating agency
Town of Florence	Provide input relative to agency's interest in the project	Accepted invitation – participating agency
Town of Gilbert	Provide input relative to agency's interest in the project	No response to invitation
Town of Queen Creek	Provide input relative to agency's interest in the project	Accepted invitation – participating agency

As shown in Table 3, federal agencies invited to serve as participating agencies did not respond to the invitation letters, with the exception of the Federal Railroad Administration. Because they are federal agencies and because they did not specifically decline the invitation, they are designated as participating agencies. The Federal Railroad Administration has subsequently requested, and been granted, cooperating agency designation (see Appendix A).

A state, tribal, or local agency needs to respond affirmatively to the invitation to be designated as a participating agency. If it fails to respond by the stated deadline or declines the invitation, regardless of the reasons for declining, the agency is not considered a participating agency. Eight state/local agencies did not respond to the invitation as of December 13, 2010. Nine state/local agencies accepted the invitation (see Appendix B) and will serve as participating agencies.

### Summary of Lead, Cooperating, and Participating Agencies

Table 4 summarizes the agencies that will serve in the lead, cooperating, and participating roles for the North–South Corridor Study.

Any agency that is not designated as a cooperating or participating agency will be free to comment on the study, as will any member of the public. The lead agencies will take substantive comments of any interested parties into consideration throughout the study process.

**Table 4.** Summary of lead, cooperating, and participating agencies

Designation	Agencies
Lead	Arizona Department of Transportation
	Federal Highway Administration
Cooperating	U.S. Army Corps of Engineers
	U.S. Department of the Interior Bureau of Reclamation
	U.S. Environmental Protection Agency
	U.S. Fish and Wildlife Service
	Western Area Power Administration
	U.S. Department of Transportation Federal Railroad Administration
Participating	Arizona Air National Guard
	Arizona Game and Fish Department
	Arizona State Parks
	City of Apache Junction
	City of Casa Grande
	City of Eloy
	City of Mesa
	Town of Florence
	Town of Queen Creek
	U.S. Department of Agriculture Natural Resources Conservation Service
	U.S. Department of the Interior Bureau of Land Management
	U.S. Department of Transportation Federal Aviation Administration
	U.S. Department of Transportation Federal Transit Administration

## 2.2 Key Stakeholders

Nongovernmental and private entities may not serve as participating agencies but may be engaged during the EIS process as key stakeholders. Several key stakeholders have been identified for the North–South Corridor Study and will be engaged throughout the study process:

- Central Arizona Association of Governments
- Central Arizona Project
- Maricopa Association of Governments
- Phoenix-Mesa Gateway Airport Authority
- Pima Association of Governments
- Salt River Project
- Valley Metro

Agencies that were invited to serve as participating agencies but did not respond to the invitation are also considered key stakeholders:

- Arizona Department of Corrections
- Arizona Department of Environmental Quality
- Arizona Department of Public Safety
- Arizona State Land Department
- Maricopa County
- Pinal County
- City of Coolidge
- Town of Gilbert

### **2.3 Contact Information**

Contact information for the lead, cooperating, and participating agencies and key stakeholders is listed in Appendix C.



### 3 Coordination Activities

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This section describes coordination activities to be conducted throughout the environmental review process, including initial coordination, coordination points (milestones), and distribution of information.

#### 3.1 NEPA EIS Process Coordination

On March 17, 2009, in conformance with requirements of SAFETEA-LU, ADOT formally notified FHWA of its intent to initiate the NEPA EIS process for this project. Following the project initiation, FHWA, with assistance from ADOT, prepared a Notice of Intent to prepare an EIS, as required by Council on Environmental Quality regulations, codified at 40 Code of Federal Regulation § 1501.7. The Notice of Intent was published in the Federal Register on September 20, 2010.

Notification of the preparation of the EIS and an announcement of the public scoping meetings were published in the following local newspapers: *Tri-Valley Dispatch*, *Apache Junction Independent*, *Queen Creek Independent*, *Apache Junction/Gold Canyon News*, *Arizona Republic*, *Coolidge Examiner*, *Eloy Enterprise*, and *Florence Reminder/Blade-Tribune*.

#### 3.2 NEPA EIS Process Coordination Points, Information Requirements, and Responsibilities

Table 5 lists key coordination points (study milestones), including which agency is responsible for activities during that coordination point. It specifies the information required at each coordination point.

**Table 5.** Coordination points and associated activities

Coordination point	Information out (by lead agencies)	Information in	Agencies to provide input
Notice of Intent	Publish Notice of Intent in Federal Register; invite agencies to scoping meeting	Comments on Notice of Intent	Lead agencies
Purpose and need (30-day comment period for cooperating and participating agencies and public)	Provide cooperating and participating agencies and the public with draft purpose and need statement; solicit comments	Comments on purpose and need statement and issues of concern	Cooperating and participating agencies and the public
Range of alternatives (30-day comment period for cooperating and participating agencies and public)	Provide cooperating and participating agencies and the public with range of alternatives being considered; solicit comments	Comments on range of alternatives and issues of concern	Cooperating and participating agencies and the public
Impact assessment methodologies and level of detail required for analysis of alternatives (30-day comment period for cooperating and participating agencies; period can be modified; not required by SAFETEA-LU <sup>a</sup> )	Provide cooperating and participating agencies opportunity to collaborate on the development and review of the methodologies and level of detail required for the analysis of alternatives	Collaboration and input through the development of methodologies, and comments on proposed methodologies	Lead, cooperating, and participating agencies, and the public
Impacts to the natural and human environments (an expected responsibility of cooperating and participating agencies; not required by SAFETEA-LU)	Identification of environmental resources located within study area and general location of alternatives	Identification of any issues that could substantially delay permit approval	Cooperating and participating agencies and the public
Draft EIS <sup>b</sup>	Detailed description of the affected environment, range of alternatives, and an analysis of impacts for each alternative; includes relevant agency and public input to date	Comments on range of alternatives, affected environment, and impact analysis	Lead, cooperating, and participating agencies, and the public
Preferred alternative	Range of alternatives are narrowed to the preferred alternative for inclusion in the Final EIS	Identification of preferred alternative occurs after public and agency comments are received on Draft EIS	Lead, cooperating, and participating agencies
Final EIS	Identification of the preferred alternative and recommendation for the proposed action	No formal comment period is anticipated; however, major opposition to the proposed action can be submitted as a protest to the agency	Lead, cooperating, and participating agencies, and the public
Record of Decision	Final action prior to project implementation	No formal comment period follows issuance of the Record of Decision	Lead agency

<sup>a</sup> Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users    <sup>b</sup> environmental impact statement

### 3.3 NEPA EIS Process Distribution of Information

This section provides information regarding how lead agencies will make information available to cooperating agencies, participating agencies, and the public. This section was last updated on April 19, 2011.

Table 6 lists key coordination points, including which agency is responsible for activities during that coordination point. It specifies the information required at each coordination point and who is responsible for transmitting that information.

**Table 6.** Information distribution

Coordination point	How information will be distributed to reviewing and commenting parties	
	<i>Cooperating or participating agency</i>	<i>Public</i>
Notice of Intent	Publish in Federal Register; invite agencies to scoping meetings; update website	Public notice in local newspaper and Federal Register; invite public to scoping meetings; update website
Section 6002 coordination plan	Distribute to agencies	Public information meeting, website
Public involvement plan	Progress meeting, website	Website
Purpose and need	Progress meeting	Public information meeting
Range of alternatives	Progress meeting, website	Public information meeting, website
Impact assessment methodologies and level of detail required for analysis of alternatives	Progress meeting, website	Public information meeting, website (note that collaboration with public for this coordination point is optional)
Impacts to the natural and human environments	Progress meeting, website	Public information meeting, website
Draft environmental impact statement	Progress meeting, website, availability for review at certain locations, notification	Website, availability for review at certain locations, notification
Preferred alternative	Progress meeting, website, public hearing	Public information meeting, website, public hearing
Final environmental impact statement	Website, availability for review at certain locations	Website, availability for review at certain locations
Record of Decision	Website, notice, Federal Register	Website, notice, Federal Register

## 4 Study Schedule

The schedule presented in Table 7 includes key coordination points, the anticipated date of information “out,” and the commenting and reviewing parties. Note that dates in brackets are tentative or pending. Review times for documents distributed at each coordination point are 30 calendar days.

**Table 7.** Study schedule

Coordination point <sup>a</sup>	Information out <sup>b</sup> (date)	Commenting and reviewing parties
Notice of Intent	Published (September 20, 2010)	Lead agencies
Scoping meetings	Agency scoping occurred within 30 days after Notice of Intent was published (October 5, 2010); public scoping occurred after agency scoping (October 19, 21, 26, and 28, 2010)	Participating and cooperating agencies, interested stakeholders, and the public
Section 6002 coordination plan	Available for comment after scoping period	Cooperating and participating agencies and the public
Purpose and need	Available for comment after scoping period	Cooperating and participating agencies and the public
Range of alternatives	Available for comment after scoping period	Cooperating and participating agencies
Draft technical reports	Available for lead agency review [Summer 2014]	ADOT <sup>d</sup> and FHWA <sup>e</sup>
Preliminary draft environmental impact statement <sup>c</sup>	Available for lead agency review [Summer 2014]	ADOT and FHWA
Draft environmental impact statement <sup>c</sup> and public hearing	Available for agency and public review and comment [Fall 2014]	Cooperating and participating agencies and the public
Preferred alternative	Available for agency review [Winter 2014]	Cooperating and participating agencies
Preliminary final environmental impact statement <sup>c</sup>	Available for lead agency review [Spring 2015]	ADOT and FHWA
Final environmental impact statement <sup>c</sup>	Available for agency and public review and comment [Summer 2015]	Cooperating and participating agencies and public
Record of Decision <sup>c</sup>	Published [Fall 2015]	ADOT and FHWA
Permits, licenses, or approvals after the Record of Decision	To be determined	Affected agencies

*Note:* Dates in brackets are tentative or pending.

<sup>a</sup> Lead agencies will distribute information to reviewing and commenting parties associated with these coordination points.

<sup>b</sup> Information associated with coordination points may be made available to the public for comment through open houses and/or the study website.

<sup>c</sup> Requires a Federal Highway Administration-negotiated time frame

<sup>d</sup> Arizona Department of Transportation

<sup>e</sup> Federal Highway Administration

## 5 Conflict Resolution

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SAFETEA-LU provides a formal process for resolving serious issues that may delay the proposed project or may result in denial of a required approval for the proposed project. ADOT or the Governor of Arizona may invoke the Section 6002 process for issue resolution at any time. However, the conflict resolution process discussed below should be considered the first option for issue resolution prior to invocation of Section 6002. Table 8 lists the cooperating agency contact persons who would be involved in each step of the conflict resolution process for the North–South Corridor Study.

Should an issue come to an impasse, the general process for addressing and resolving the issue would be:

1. Involved parties will identify and agree on the issue to be resolved at the project manager level.
2. The manager at the area, district, or section level will initiate the conflict resolution process.
3. ADOT or FHWA will notify the cooperating agency manager at the regional or deputy level.
4. ADOT or FHWA will compile and submit all pertinent information to involved parties.
5. Involved parties will determine whether all information necessary for issue resolution has been received.
6. ADOT or FHWA will hold a formal meeting (involving the first three tiers of management) to resolve the issue, followed by a 30-day review/decision period.
7. A decision will be made, recorded, and passed on to the appropriate team members.
8. The process is completed.

If issue resolution does not occur, a discussion of the issue and why resolution could not be reached will be submitted to the heads (administrator, director, or commander) of the cooperating agencies for further review.

**Table 8.** Cooperating agency conflict resolution contact matrix

<b>Management Level</b>	<b>Arizona Department of Transportation</b>	<b>Federal Highway Administration</b>	<b>Federal Railroad Administration</b>	<b>U.S. Army Corps of Engineers</b>	<b>U.S. Department of the Interior Bureau of Reclamation</b>	<b>U.S. Environmental Protection Agency</b>	<b>U.S. Fish and Wildlife Service</b>	<b>Western Area Power Administration</b>
<i>Tier 1</i> Project Manager	Environmental Planner Project Manager	Environmental Program Manager Area Engineer	Environmental Protection Specialist	ADOT Liaison to U.S. Army Corps of Engineers Regulatory	Chief of Environmental Resources Management Division	Environmental Resources Specialist	Field Manager	Environmental Manager
<i>Tier 2</i> Manager at Area, District, or Section Level	Predesign Section Manager	Major Projects Manager		Chief of Arizona Regulatory Branch	Area Manager	Transportation Team Supervisor	Field Supervisor	Not applicable
<i>Tier 3</i> Manager at Regional or Deputy Level	Deputy State Engineer/ Development ITD <sup>a</sup> State Engineer	Senior Engineering Manager		Chief of Regulatory Los Angeles Division	Deputy Regional Director	Division Director for Community and Ecosystems	Southwest Deputy Regional Director	Regional Manager
<i>Tier 4</i> Administrator, Director, or Commander	Director	Division Administrator		Commander/ District Engineer	Regional Director	Regional Administrator	Regional Director	Administrator
	<sup>a</sup> Intermodal Transportation Division							



## 6 Revision History

Table 9 identifies changes to this coordination plan.

Note that if a schedule was included in the original coordination plan and it is the item that requires modification, concurrence on the schedule change is required only if the schedule is being shortened and then only from joint lead agencies, not all cooperating and participating agencies. However, if the schedule is modified, then the modified schedule must be shared with the public and all cooperating and participating agencies.

**Table 9.** Document revision history

Version	Date	Section	Revision description and justification
1.0	March 9, 2010	Overall document	General comments, revisions, and refinement
1.1	September 29, 2010	Overall document	Specific clarifications to study details, schedule, and agency invitation list
1.2	January 7, 2011	Overall document	Update purpose and need discussion, cooperating and participating agency status, coordination activities, and study schedule
1.3	April 19, 2011	Overall document	Update status of cooperating and participating agencies, discuss review times, and add conflict resolution process
1.4	November 3, 2011	Sections 4 and 5	Revisions in response to agency comments
1.5	July XX, 2013	Section 2 and 4	Update status of cooperating and participating agencies, schedule

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## **Appendix A. Cooperating Agency Letters**

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**UNITED STATES ENVIRONMENTAL PROTECTION AGENCY**  
**REGION IX**  
**75 Hawthorne Street**  
**San Francisco, CA 94105-3901**

November 2, 2010

Mary Frye  
Environmental Coordinator  
Federal Highway Administration  
Arizona Division Office  
4000 North Central Avenue, Suite 1500  
Phoenix, Arizona 85012

**Subject:** Scoping Comments and Response to Cooperating Agency Invitation for the  
Proposed North-South Corridor Project, Pinal County, Arizona

Dear Ms. Frye:

The United States Environmental Protection Agency (EPA) has reviewed the Federal Register Notice of Intent (NOI) published on September 20, 2010 requesting comments on the Federal Highway Administration's (FHWA) decision to prepare an Environmental Impact Statement (EIS) for the proposed North-South Corridor project in Pinal County, Arizona. Additionally, EPA participated in an Agency Scoping Meeting for the project on October 5, 2010. As described in the NOI, the proposed action consists of selecting the most appropriate location for a future 40 mile facility, extending from US 60 in the vicinity of Apache Junction to I-10 in the vicinity of Eloy and Marana. Our comments at this stage are provided to assist in preparation of the Draft EIS (DEIS) and are pursuant to National Environmental Policy Act (NEPA), Council on Environmental Quality (CEQ) regulations (40 CFR Parts 1500-1508) and Section 309 of the Clean Air Act.

Additionally, FHWA has requested that EPA become a Cooperating Agency for the North-South Corridor project in an October 18, 2010 letter. EPA accepts FHWA's invitation to become a Cooperating Agency (as defined in NEPA). As a Cooperating Agency, EPA will provide comments on the Purpose and Need, Range of Alternatives, Draft EIS, and at other milestones where we believe we can contribute to avoidance and minimization of potential impacts to resources during the development of the EIS. We look forward to working with FHWA to ensure that our early coordination assists both of our agencies in meeting our statutory missions. EPA's participation as a Cooperating Agency does not constitute formal or informal approval of any part of this project under any statute administered by EPA, nor does it limit in any way EPA's independent review of the Draft and Final EISs pursuant to Section 309 of the Clean Air Act.



## **Purpose and Need**

The DEIS for the proposed project should clearly identify the underlying purpose and need that is the basis for proposing the range of alternatives (40 CFR 1502.13). The purpose and need statement should concisely identify why the project is being proposed and should focus on the desired outcomes of the project (e.g. improve regional mobility) rather than prescribing a predetermined solution (e.g. provide new fully access-controlled facility). Specifically, the need for the proposed improvements must be articulated and justified with consideration of the existing and planned facilities in the area.

The projections of future growth and travel increases used to identify the need for the proposed project should be presented along with the assumptions that were used for land use and travel demand forecasting. The DEIS should also incorporate estimates of the magnitude of induced travel into any travel demand modeling and impact analysis ([www.fhwa.dot.gov/steam/doc.htm](http://www.fhwa.dot.gov/steam/doc.htm)).

## **Range of Alternatives**

The DEIS for this project should explore and objectively evaluate a full range of alternatives, including, but not limited to, the No Build alternative, improvements to existing facilities, and alternatives that incorporate transit options. The No Build alternative must be evaluated as a bench mark against which to compare both the performance and environmental consequences of the other project alternatives. EPA recommends that alternatives be evaluated that incorporate improvements to existing facilities such as Ironwood Road, Hunt Highway, and State Route 87. Additionally, EPA recommends that Alternatives be focused in areas to the west of the CAP canal, where feasible, in order to minimize impacts from further growth-inducement and habitat fragmentation that may result from the proposed project.

EPA recommends coordination with the Federal Transit Administration (FTA) and Valley Metro Rail (METRO) in the design and analysis of potential transit options for inclusion in the range of alternatives, including the proposed Phoenix-Tucson Intercity Rail. In exploring the option to enhance transit access, that DEIS should clearly identify what forms of transit facilities are currently in operation and the plans for future expansion. Furthermore, the DEIS should identify activities that can be undertaken by FHWA, Arizona Department of Transportation (ADOT), and/or other responsible agencies, such as FTA and METRO, to enhance transit ridership and effectively increase overall mobility throughout the region.

Finally, as further described below, there may be a need for a Clean Water Act Section 404 Individual Permit for fill of waters of the U.S. during NEPA analyses for the project. Compliance with the CWA Section 404(b)(1) Guidelines will require that a reasonable range of alternatives be evaluated before determining the Least Environmentally Damaging Practicable Alternative (LEDPA), which is the only alternative that can be permitted pursuant to the Guidelines.

## **Impacts to Aquatic Resources**

Given the proximity to important aquatic resources, including the Gila River, CAP Canal, and McClellan Wash, this project may involve the discharge of dredged or fill material into jurisdictional waters. Discharges of dredged or fill material into waters of the U.S. require



authorization by the U.S. Army Corps of Engineers (Corps) under CWA Section 404. The Federal Guidelines at 40 CFR Part 230 promulgated under CWA Section 404 (b)(1) provide substantive environmental criteria that must be met to permit such discharges into waters of the U.S.

The purpose of the Guidelines is to restore and maintain the chemical, physical, and biological integrity of waters of the U. S. These goals are achieved, in part, by controlling discharges of dredged or fill material (40 CFR 230.1(a)). Fundamental to the Guidelines is the principle that dredged or fill material should not be discharged into the aquatic ecosystem, unless it can be demonstrated that there is no less environmentally damaging practicable alternative that achieves an applicant's project purpose. In addition, no discharge can be permitted if it will cause or contribute to significant degradation of the waters of the U.S., cause or contribute to a violation of a State water quality standard, or jeopardize a federally listed species. FHWA will have to demonstrate that potential impacts to waters of the U. S have been avoided and minimized to the maximum extent practicable prior to obtaining a CWA Section 404 permit (40 CFR 230.10(a) and 230.10(d)).

*Recommendations:*

- A Clean Water Act jurisdictional delineation should be completed and submitted to the Corps for verification prior to release of the DEIS. This data should then be incorporated into the DEIS so that an adequate assessment of existing conditions and the environmental consequences of each proposed alternative can be made.
- Demonstrate that all potential impacts to waters and wetlands of the U.S. have been avoided and minimized to the greatest extent possible. Typically, transportation projects can accomplish this by using spanned crossings, arched crossings, or oversized buried box culverts over drainages to encourage continuity of sediment transport and hydrological processes and wildlife passage. If these resources cannot be avoided, the analyses should clearly demonstrate how cost, logistical, or technological constraints preclude avoidance and minimization of impacts.
- Include a systematic analysis for drainage crossings which identifies and prioritizes the potential for improvements to the aquatic system and for wildlife use at each crossing, as applicable. All drainage crossings should be designed so that wildlife movement is possible. We recommend that FHWA and ADOT coordinate with Arizona Department of Game and Fish regarding appropriate crossing features.
- Incorporate a buffer zone for the Gila River in the design of alternatives to adequately protect the river from indirect impacts.
- Temporary and permanent impacts to waters of the U.S. for each alternative studied should be estimated, including acres of waters impacted. For each alternative, the DEIS should report these numbers in table form for each impacted water and wetland feature.
- Quantify the benefits from measures and modifications designed to avoid and minimize impacts to wetland and water resources for each alternative studied and include this in the DEIS; for example, number of stream crossings avoided, acres of waters of the U.S. avoided, etc.



Additionally, FHWA bears the burden for clearly demonstrating that the preferred alternative for the final route is the LEDPA that achieves the overall project purpose while not causing or contributing to significant degradation of the aquatic ecosystem. Identification of the LEDPA is achieved by performing an alternatives analysis that estimates the direct, secondary, and cumulative impacts to jurisdictional waters resulting from each alternative considered. To ensure the alternatives analysis serves its intended purpose as a planning and screening tool, EPA encourages FHWA to discuss project alternatives with the Corps and EPA early in the planning process.

### ***Waters Assessment***

The waters assessment for each alternative should be of an appropriate scope and detail to identify sensitive areas or aquatic systems with functions highly susceptible to change. EPA recommends that FHWA present adequate data in the DEIS to provide decision-makers with enough information to compare impacts and make a determination of which alternative will have fewer impacts to aquatic resources.

#### ***Recommendations:***

- Include the classification of waters and the geographic extent of waters and adjacent riparian areas.
- Characterize and assess the functional condition of waters and adjacent riparian areas. This assessment should take into account characteristics such as vegetation density, evidence of ponding, buffer width, soil structure, gradient, etc.
- Describe the extent and nature of stream channel alteration, riverine corridor continuity, and buffered tributaries.
- Include wildlife species affected that could reasonably be expected to use waters or associated riparian habitat and sensitive plant taxa that are associated with waters or associated riparian habitat.
- Analyze the potential flood flow alteration.
- Characterize the hydrologic linkage to any impaired water body.
- Analyze the potential water quality impact and potential effects to designated uses.
- Address techniques proposed for minimizing surface water contamination due to increased runoff from additional impervious surfaces.

### **Air Quality**

The project is located in an area that is designated as non-attainment for 8-hour Ozone and proposed non-attainment for particulate matter less than 10 microns in diameter (PM<sub>10</sub>). Because of the area's non-attainment status, it is important to reduce emissions of ozone precursors and particulate matter from this project to the maximum extent.

#### ***Recommendations:***

- **Ambient Conditions:** The DEIS should include a detailed discussion of ambient air conditions (i.e., baseline or existing conditions), the area's attainment or nonattainment status for all NAAQS, and potential air quality impacts (including cumulative and indirect impacts) from the construction and operation of the project for each fully evaluated alternative. The DEIS should include estimates of all criteria pollutant



emissions and diesel particulate matter (DPM). EPA also recommends that the DEIS disclose the available information about the health risks associated with vehicle emissions and how the proposed project will affect current emission levels.

- Relevant Requirements: The DEIS should describe any applicable local, state, or federal requirements. The DEIS should describe applicable requirements for Federal Actions that require FHWA funding or approval and are subject to the Transportation Conformity requirements in 40 CFR part 93, subpart A and for Federal Actions that are subject to the General Conformity requirements in 40 CFR part 93, subpart B.
- Conformity: The DEIS should ensure that the emissions from both the construction and the operational phases of the project conform to the approved State Implementation Plan and do not cause or contribute to violations of the NAAQS. To meet the transportation conformity requirements, the DEIS should demonstrate that the project is included in a conforming transportation plan and transportation improvement program.
- Traffic: The DEIS should describe how any traffic estimates were developed and how these traffic estimates relate to regional transportation estimates included in the regional transportation plan. Any supporting documents on which the conclusions of the project's impacts to air quality are based, such as traffic data and other air analyses, should be included in the DEIS.

### ***Construction***

FHWA should include a Construction Emissions Mitigation Plan in the DEIS and adopt this plan in the Record of Decision (ROD). In addition to all applicable local, state, or federal requirements, EPA recommends that the following mitigation measures be included in the Construction Emissions Mitigation Plan in order to reduce impacts associated with emissions of particulate matter (PM) and other toxics from construction-related activities:

#### ***Recommendations:***

Due to the rising PM<sub>10</sub> concentrations in Pinal County, EPA recommends that the best available control measures (BACM) for this pollutant be implemented at all times. We further recommend that the following additional measures be incorporated into a Construction Emissions Mitigation Plan:

#### ***Fugitive Dust Source Controls:***

- Stabilize open storage piles and disturbed areas by covering and/or applying water or chemical/organic dust palliative where appropriate. This applies to both inactive and active sites, during workdays, weekends, holidays, and windy conditions.
- Install wind fencing and phase grading operations where appropriate, and operate water trucks for stabilization of surfaces under windy conditions.
- When hauling material and operating non-earthmoving equipment, prevent spillage and limit speeds to 15 miles per hour (mph). Limit speed of earth-moving equipment to 10 mph

#### ***Mobile and Stationary Source Controls:***

- Reduce use, trips, and unnecessary idling from heavy equipment.
- Employ periodic, unscheduled inspections to limit unnecessary idling and to ensure that construction equipment is properly maintained, tuned, and modified consistent with established specifications.



- Maintain and tune engines per manufacturer's specifications to perform at EPA certification levels and to perform at verified standards applicable to retrofit technologies.
- Prohibit any tampering with engines and require continuing adherence to manufacturer's recommendations.
- If practicable, lease new, clean equipment meeting the most stringent of applicable Federal or State Standards. Tier 4 engines should be used for project construction equipment to the maximum extent feasible<sup>1</sup>. Lacking availability of non-road construction equipment that meets Tier 4 engine standards, FHWA should commit to using the best available emissions control technologies on all equipment.
- Utilize EPA-registered particulate traps and other appropriate controls where suitable to reduce emissions of diesel particulate matter and other pollutants at the construction site.

*Administrative controls:*

- Identify all commitments to reduce construction emissions and update the air quality analysis to reflect additional air quality improvements that would result from adopting specific air quality measures.
- Identify where implementation of mitigation measures is rejected based on economic infeasibility.
- Prepare an inventory of all equipment prior to construction and identify the suitability of add-on emission controls for each piece of equipment before groundbreaking. (Suitability of control devices is based on: whether there is reduced normal availability of the construction equipment due to increased downtime and/or power output, whether there may be significant damage caused to the construction equipment engine, or whether there may be a significant risk to nearby workers or the public.) Where appropriate, use alternative fuels such as natural gas and electric.
- Develop a construction traffic and parking management plan that minimizes traffic interference and maintains traffic flow.
- Identify sensitive receptors in the project area, such as children, elderly, and infirm, and specify the means by which you will minimize impacts to these populations. For example, locate construction equipment and staging zones away from sensitive receptors and fresh air intakes to buildings and air conditioners.

### ***Greenhouse Gas Emissions***

Arizona has one of the highest greenhouse gas (GHG) emissions growth-rates of any state, with transportation being the greatest contributor to these emissions. As such, EPA recommends that the DEIS include a quantitative analysis of the GHG emissions that will result from implementation of the project and discuss the full implication of those emissions on the greater Phoenix metropolitan area. In addition, we recommend that the DEIS identify all measures that will be taken to minimize GHG emissions and promote initiatives to reduce the

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<sup>1</sup> Diesel engines < 25 hp rated power started phasing in Tier 4 Model Years in 2008. Larger Tier 4 diesel engines will be phased in depending on the rated power (e.g., 25 hp - < 75 hp: 2013; 75 hp - < 175 hp: 2012-2013; 175 hp - < 750 hp: 2011 - 2013; and  $\geq$  750 hp 2011- 2015).



Project's overall carbon footprint. Examples of such initiatives can be found in Arizona's Climate Change Action Plan (<http://www.azclimatechange.gov/download/O40F9298.pdf>) and include, (1) implementing transportation policies to promote smart growth planning, (2) promoting multi-modal transit, and (3) providing incentives for accelerated replacement of high-emitting diesel vehicles, among others.

### **Growth-related Indirect Impact Analysis**

EPA is concerned about the potential indirect impacts (40 CFR Part 1508.8(b)) of this project related to growth-inducement. Improved access to undeveloped areas may affect the location and timing of growth on surrounding lands, leading to indirect impacts to air quality, waters, biological resources, etc. Growth-inducement may also lead to an increased loss of farmlands which have already been heavily impacted by extensive development in the area. The project would benefit from analysis of growth-related impacts early in project development. A growth-related impact analysis assists with compliance requirements of NEPA by considering environmental consequences as early as possible and providing a well-documented and sound basis for government decision making.

#### *Recommendations:*

- Use the Guidance for Preparers of Growth-related, Indirect Impact Analyses ([http://www.dot.ca.gov/ser/Growth-related\\_IndirectImpactAnalysis/gri\\_guidance.htm](http://www.dot.ca.gov/ser/Growth-related_IndirectImpactAnalysis/gri_guidance.htm)) which was coauthored by FHWA, Caltrans, and EPA and is applicable to impact analyses for projects outside of California.
- Identify if the project will affect the location and/or timing of planned growth in the area. Specifically, the analysis should identify the potential resources that may be affected by the increased "zone of influence" associated with interchanges and impacting resources outside of the right-of-way.
- Identify the types of resources that are likely to occur in geographic areas that may be affected by growth. If it is determined that there will be no, or insignificant, impacts to resources of concern, then document the analysis process and report the results. EPA recommends following the Step-by-Step Approach for Conducting the Analysis in Chapter 6 of the above-referenced Guidance.
- Include a discussion of mitigation strategies to reduce impacts if adverse impacts cannot be avoided or minimized. Section 6.3 of the Guidance provides an approach to address mitigation for growth-related impacts.
- Include a discussion of how the project could be integrated with smart growth and sustainability principles, such as those recommended in the International City/County Management Association's report regarding smart growth in rural communities ([http://icma.org/en/icma/knowledge\\_network/documents/kn/Document/301483/Putting\\_Smart\\_Growth\\_to\\_Work\\_in\\_Rural\\_Communities](http://icma.org/en/icma/knowledge_network/documents/kn/Document/301483/Putting_Smart_Growth_to_Work_in_Rural_Communities)) and in the HUD/DOT/EPA Partnership for Sustainable Communities (<http://www.epa.gov/smartgrowth/partnership/>). In particular, the DEIS should include discussion of actions that can be taken during project development to foster the implementation of smart growth strategies in the project area, including limiting the number of exits in rural areas, increasing distance between



exits, and working with transit providers to ensure multi-modal opportunities are available between small communities and job centers. Additionally, we urge FHWA to coordinate with local municipalities in the pursuit of zoning ordinances that encourage smart growth, thus reducing the project's potential for impacts related to growth-inducement.

### **Cumulative Impact Analysis**

Cumulative impacts are defined in CEQ's NEPA regulations as the impact on the environment that results from the incremental impact of the action when added to the other past, present, and reasonably foreseeable future actions, regardless of what agency (Federal or non-Federal) or person undertakes such actions (40 CFR 1508.7). These actions include both transportation and non-transportation activities. The cumulative impact analysis should consider non-transportation projects such as large-scale developments and approved urban planning projects that are reasonably foreseeable and are identified within city and county planning documents.

The cumulative impact analysis should describe the "identifiable present effects" to various resources attributed to past actions. The purpose of considering past actions is to determine the current health of resources. This information forms the baseline for assessing potential cumulative impacts and can be used to develop cooperative strategies for resource protection (CEQ's Forty Most Frequently Asked Questions #19).

#### ***Recommendations:***

- Conduct a thorough cumulative impact assessment that includes a complete list of reasonably foreseeable actions, including non-transportation projects.
- EPA recommends the use of the June 2005 *Guidance for Preparers of Cumulative Impacts Analysis* developed jointly by Caltrans, FHWA, and EPA [[http://www.dot.ca.gov/ser/cumulative\\_guidance/purpose.htm](http://www.dot.ca.gov/ser/cumulative_guidance/purpose.htm)]. The guidance will assist in identifying cumulative impacts and preparing an analysis that is sound, well documented, and compliant with CWA Section 404(b)(1) Guidelines. As included in the above-referenced Guidance, the DEIS should include the following eight steps for identifying and assessing cumulative impacts:

1) Identify the resources to consider in the cumulative impact analysis by gathering input from knowledgeable individuals and reliable information sources. This process is initiated during project scoping and continues throughout the NEPA analysis.

2) Define the geographic boundary or Resource Study Area (RSA) for each resource to be addressed in the cumulative impact analysis.

3) Describe the current health and the historical context of each resource.

4) Identify the direct and indirect impacts of the proposed project that might contribute to a cumulative impact on the identified resources.

5) Identify the set of other current and reasonably foreseeable future actions or projects and their associated environmental impacts to include in the cumulative impact analysis

6) Assess the potential cumulative impacts.



- 7) Report the results of the cumulative impact analysis.
- 8) Assess the need for mitigation and/or recommendations for actions by other agencies to address a cumulative impact.

- Identify potential large, landscape-level regional impacts, as well as potential large-scale mitigation measures.

### **Environmental Justice and Community Outreach**

The DEIS should identify whether the proposed alternatives may disproportionately and adversely affect low income or minority populations in the surrounding area and should provide appropriate mitigation measures for any adverse impacts. Executive Order 12898 addresses Environmental Justice in minority and low income populations, and the Council on Environmental Quality has developed guidance concerning how to address Environmental Justice in the environmental review process (<http://ceq.hss.doe.gov/nepa/regs/ej/justice.pdf>). Community involvement activities supporting the project should include opportunities for incorporating public input, especially in Environmental Justice communities, into the facility design process to promote context sensitive design.

#### *Recommendations:*

- Identify whether the proposed alternatives may disproportionately and adversely affect low-income or minority populations and provide appropriate mitigation measures for any adverse impacts. Assessment of the project's impacts should reflect consultation with affected populations and mitigation measures should be considered where feasible to avoid, mitigate, minimize, rectify, reduce, or eliminate impacts associated with a proposed project (See 40 C.F.R. § 1508.20). Mitigation measures identified in the DEIS should reflect the needs and preferences of the affected low-income and minority populations to the extent practicable.
- Document the process used for community involvement and communication, including all measures to specifically outreach to potential environmental justice communities. Include an analysis of results achieved by reaching out to these populations. EPA has developed a model plan for public participation that may assist FHWA in this effort. *The Model Plan for Public Participation*, EPA OECA, February 2000, is available at: <http://www.epa.gov/compliance/ej/resources/publications/nejac/model-public-part-plan.pdf>

### **Protection of Historic and Cultural Resources**

Section 106 of the National Historic Preservation Act of 1966 requires federal agencies to consider the effects of their actions on historic properties, which include buildings, structures, objects, sites, districts, and archaeological resources.

#### *Recommendations:*

- Assess potential impacts to historical, archaeological, and cultural resources and coordinate with affected Tribes and other interested parties.
- Clearly document the methodology used for determining the potential impacts to cultural and historic resources.



- Address what mitigation techniques will be used should sensitive resources be discovered, including recording or removal of materials, and/or changes in project design.
- Identify the status of any Memorandum of Understanding with the State Historic Preservation Officer regarding the project.

### **Biological Resources**

Several special-status wildlife species have the potential to occur within the project area including the Desert Tortoise (*Gopherus agassizii*) and Tucson Shovelnose Snake (*Chionactis occipitalis klauberi*), among others. EPA recommends early coordination with the Arizona Department of Game and Fish and U.S. Fish and Wildlife Service in order to avoid and minimize project impacts to biological resources to the greatest extent possible.

#### *Recommendations:*

- Identify all petitioned and listed threatened and endangered species and critical habitat within the project area and assess which species and critical habitats might be directly or indirectly affected by each alternative.
- Include the status of the Endangered Species Act Section 7 consultation process.
- Describe efforts to avoid and/or minimize impacts to species and their associated habitats.
- In accordance with Executive Order 13112 on Invasive Species, identify proposed methods to minimize the spread of invasive species and use native plant and tree species where revegetation is planned. Commit to saving removed native soils for use in revegetation projects.
- Clearly demonstrate compliance with Section 4(f) (49 U.S.C. 303).

EPA appreciates the opportunity to provide comments on the preparation of the DEIS, and looks forward to coordinating as a Cooperating Agency in the development of the DEIS. Once the DEIS is released for public review, please send one hard copy and one electronic copy to the address above (mail code: CED-2). Please feel free to direct any questions you may have concerning our comments to me at (415) 972-3370 or meek.clifton@epa.gov.

Sincerely,



Clifton Meek, Life Scientist  
Environmental Review Office

Cc: Rebecca Swiecki, ADOT  
Kathleen Tucker, U.S. Army Corps of Engineers  
Greg Beatty, U.S. Fish and Wildlife Service  
Dana Warnecke, Arizona Department of Game and Fish



## DEPARTMENT OF THE ARMY

US Army Corps of Engineers  
Los Angeles District, Phoenix Office  
3636 N. Central Ave., Suite 900  
Phoenix, AZ 85012

November 3, 2010

REPLY TO

ATTENTION OF

Office of the Chief  
Regulatory Division

Mr. Robert Hollis  
Division Administrator  
Federal Highway Administration  
4000 North Central Ave, Ste 1500  
Phoenix, AZ 85012-3500

File Number: SPL-2010-122-KAT

Dear Mr. Hollis:

I am responding to your letter dated October 18, 2010 requesting the Corps of Engineers (Corps) to become a participating and cooperating agency in the development of the Environmental Impact Statement for the North-South Corridor located in Pinal County (999 PN 000 H7454 01L). Based on the description in your letter, this project has the potential to cross numerous washes, including the Gila River that may require Clean Water Act Section 404 permitting and review by the Corps.

The Corps accepts the invitation to be a participating and cooperating agency for this project. Thus the Corps will provide input on defining purpose and need, determining the range of alternatives to be considered, and the methodologies and level of detail required in the alternative analysis. The Corps will participate in coordination meetings and joint field reviews as appropriate. Lastly the Corps will provide timely reviews and comments on pre-draft and pre-final environmental documents.

Thank you for this opportunity to participate in the development of this project. In regards to this project, please continue to coordinate with Kathleen Tucker of my staff at 602-640-5385 ext 254 or via e-mail at [kathleen.a.tucker@usace.army.mil](mailto:kathleen.a.tucker@usace.army.mil).

Sincerely,

A handwritten signature in cursive script that reads "Sallie McGuire".

Sallie D. McGuire  
Chief, Arizona Branch  
Regulatory Division

c: Mary E. Frye, FHWA Environmental Program Manager





IN REPLY REFER TO:  
PXAO-1500  
ENV-6.00

## United States Department of the Interior

### BUREAU OF RECLAMATION

Phoenix Area Office  
6150 West Thunderbird Road  
Glendale, Arizona 85306-4001



NOV - 4 2010

NOV 8 - 2010

Mr. Robert E. Hollis  
Division Administrator  
Federal Highway Administration  
4000 North Central Avenue, Suite 1500  
Phoenix, AZ 85012-3500

Dear Mr. Hollis:

The Bureau of Reclamation accepts your invitation to become a cooperating agency in the development of an Environmental Impact Statement (EIS) for the U.S. 60/Interstate 10 North-South Corridor study. The study area for the EIS encompasses portions of the Central Arizona Project, a Reclamation-owned facility that conveys Colorado River water to agricultural and municipal users in the Tucson and Phoenix areas. In addition, Reclamation is providing funds to the San Carlos Irrigation and Drainage District to rehabilitate San Carlos Irrigation Project (SCIP) facilities. The SCIP facilities deliver water to 50,546 acres of Indian farmland on the Gila River Indian Community and 50,000 acres of non-Indian farmland between Florence and Casa Grande through canals and laterals that originate at the Ashurst-Hayden Diversion Dam on the Gila River. Reclamation is preparing a Draft EIS for rehabilitation of the SCIP facilities (see 75 *Federal Register* 53332).

If you have any questions regarding this matter, please contact John McGlothlen by telephone at 623-773-6256, or by email at [jmcglothlen@usbr.gov](mailto:jmcglothlen@usbr.gov).

Sincerely,

Bruce D. Ellis, Chief  
Environmental Resource  
Management Division



# United States Department of the Interior

U.S. Fish and Wildlife Service  
Arizona Ecological Services Office  
2321 West Royal Palm Road, Suite 103  
Phoenix, Arizona 85021-4951  
Telephone: (602) 242-0210 Fax: (602) 242-2513



In reply refer to:  
AESO/SE  
22410-2011-TA-0039

February 18, 2011

Ms. Rebecca Swiecki  
Arizona Department of Transportation  
Environmental Planning Group  
206 South Seventeenth Avenue  
Phoenix, Arizona 85007-3213

RE: HOP AZ  
STP-999-A(BBM)  
TRACS No. 99 PN 000 H7454 01L  
North-South Corridor Study

Dear Ms. Swiecki:

Thank you for your correspondence of October 13, 2010, received in our office October 18, 2010, requesting input on the Federal Highway Administration's (FHWA) and the Arizona Department of Transportation's (ADOT) intent to prepare an Environmental Impact Statement (EIS) for the proposed North-South Corridor Project in Pinal County, Arizona. We appreciate your patience and understanding as we worked through our internal procedures to provide you with an appropriate response.

Your correspondence indicated that the FHWA has requested that the U.S. Fish and Wildlife Service (FWS) become a Cooperating Agency for the North-South Corridor Project. FWS accepts FHWA's invitation to become a Cooperating Agency under the terms provided in your October 13, 2010 correspondence. This includes providing early and meaningful input on defining the project purpose and need, determining the range of alternatives considered, participating in coordination and interdisciplinary meetings as appropriate, and providing review and comments on pre-draft and pre-final National Environmental Policy Act (NEPA) documents reflecting our agency's views and concerns. Please be aware that FWS's participation as a Cooperating Agency does not constitute formal or informal approval of any part of this project under any statute administered by FWS, nor does it limit in any way FWS's independent review of the draft or final EISs under the Endangered Species Act of 1973, as amended (16 U.S.C. 1531-1544) (Act).

The FWS encourages the FHWA and ADOT to fully consider the following issues and concerns as you develop the design concept report and associated NEPA documents. As this study and the development of the EIS progresses, the FWS will have additional comments and recommendations.

A linear project of the scope of the proposed north-south corridor has the potential to have significant effects to the natural resources located within the study area. Some areas of the proposed action occur within or adjacent to active and abandoned agricultural fields and developing commercial areas associated with I-10, SR-87, and SR-79. Impacts to listed and sensitive species in these types of areas are typically reduced. However, the project area also includes areas of natural, open desert supporting a diversity of vegetation and wildlife habitat. Of particular value to wildlife, including listed and sensitive species, is the Sonoran Desertscrub community and associated xeroriparian washes. The Sonoran Desert contains a highly diverse vegetation assemblage influenced by its unique climate and location. As a result, the Sonoran Desert supports a higher biodiversity than most other desert communities. Unique plant species, such as the saguaro (*Carnegiea gigantea*) and ironwood (*Olneya tesota*), provide a suite of habitat values for a wide range of wildlife species. Ironwood forests in the project area are equivalent to old-growth forests found elsewhere in the world. Desert washes within the Sonoran Desert support enhanced vegetation structure and diversity due to increased moisture availability. Wash systems support desert woodlands characterized by larger trees and higher vegetation cover than the surrounding desert. These desert riparian areas attract and support a disproportionate number and diversity of wildlife species. We recommend that, as the assessment of the proposed north-south corridor is conducted, you consider the need to maintain these rich desert communities. Of particular concern is the need to avoid habitat fragmentation and maintain habitat linkages throughout the project area to maintain and enhance habitat for listed and sensitive species.

For example, the project proposal falls within the range of the lesser long-nosed bat (*Leptonycteris curasoae yerbabuenae*), a species listed as endangered under the Act. The lesser long-nosed bat forages on the flowers and fruits of the saguaro cactus during the crucial maternity season. A known lesser long-nosed bat maternity roost is located within 20 miles of the study area for this project. This bat species travels up to 40 miles one-way each night to obtain the necessary forage resources. The protection of saguaros and movement corridors between roost sites and foraging areas is important for the conservation of this species.

In addition, the project also includes habitat for the cactus ferruginous pygmy-owl (*Glaucidium brasilianum cactorum*; pygmy-owl), a species formerly listed as endangered under the Act. A final rule to remove the pygmy-owl from the Endangered Species list was published April 14, 2006. Therefore, the protective regulations of the Act no longer apply to the pygmy-owl. However, upon request, we continue to provide technical assistance related to the conservation of the pygmy-owl. Additionally, the FWS is currently evaluating a petition to relist the pygmy-owl. All recent nest locations for the pygmy-owl in Arizona have been in cavities in saguaros. In addition, pygmy-owls are most commonly found in desert woodlands, and large trees such as ironwood, mesquite, and blue palo verde provide important year-round thermal, foraging, and escape cover. The extra cover provided along desert washes is used by pygmy-owls for movements within home ranges, but also for dispersal across the landscape.

The area also provides potential habitat for the Tucson shovel-nosed snake (*Chionactis occipitalis klauberi*) and the Sonoran desert tortoise (*Gopherus agassizii*). Both of these species are listed as candidate species under the Act. Candidate species are those where we believe there is sufficient information to list them under the Act, but lack the necessary resources to do so. The project area also supports potential habitat for the western burrowing owl (*Athene cunicularia hypugaea*), a sensitive species. The burrowing owl is a species that is experiencing rangewide declines and is a covered species in three habitat conservation plans being developed in adjacent Pima County. This species is known to inhabit open areas with sparse vegetation, including agricultural areas. Burrowing owl habitat is found throughout the project area.

Current data on the occurrence of these species in the project area is limited. We recommend that surveys to determine occupancy and distribution of these species be included as an element of the north-south corridor evaluation. This type of data will be particularly useful in helping to determine the location of the proposed roadway.


Habitat fragmentation is an ongoing threat to the conservation of listed and sensitive species. Habitat linkages that allow for movements across the landscape are essential to wildlife for foraging, dispersal, breeding, and other life history activities. Locating the proposed roadway in areas that have existing structures (roadways, utility corridors, irrigation canals, etc.) and areas that have already been subjected to disturbance will reduce habitat fragmentation. Several important landscape-level wildlife linkages have been identified within Arizona, and specifically within the study area for this project. ADOT and FHWA have participated in the development and implementation of these linkage studies and we recommend that efforts to incorporate these data be made as part of the north-south corridor study. Elements can also be incorporated into the actual design of the proposed roadway that will allow for wildlife permeability, as well as reduce potential vehicle collisions with wildlife.

This letter is not intended to express any requirement of, or conditions necessary for compliance with, the Endangered Species Act. Our comments are provided to you as technical assistance and early input with regard to how effects to wildlife resources from the proposed north-south corridor can be minimized, but they do not constitute legal requirements. If there is a Federal nexus for this project, the Federal action agency will make a determination on the effects of the action on listed species and whether section 7 consultation, pursuant to the Act, is required.

If you have any questions regarding our comments, or need any additional information, please contact Scott Richardson at 520-670-6150 (x242).

Thank you for your consideration of endangered species.

Sincerely,

  
for Steven L. Spangle  
Field Supervisor

cc (hard copy):

Habitat Branch Chief, Arizona Game and Fish Department, Phoenix, AZ

cc (email):

Assistant Field Supervisor, Fish and Wildlife Service, Tucson, AZ

Regional Supervisor, Arizona Game and Fish Department, Tucson, AZ

(Attn: John Windes)

W:\Scott Richardson\ADOT\FHWA.North\_South Corridor Study.Coop Agency Invite.12\_2010.doc:cgg





U.S. Department  
of Transportation

**Federal Railroad  
Administration**

JUL 17 2013

1200 New Jersey Avenue, SE  
Washington, DC 20590

Ms. Rebecca Swiecki  
Federal Highway Administration  
4000 N. Central Avenue, Suite 1500  
Phoenix, Arizona 85012-3500

Subject: Cooperating Agency Invitation; North-South Corridor Study, Pinal County, Arizona

Dear Ms. Swiecki:

The Federal Railroad Administration (FRA) received your transmittal from October 13, 2010. Thank you for inviting FRA to act as a cooperating agency with the Federal Highway Administration (FHWA) and the Arizona Department of Transportation (ADOT) in the development of the Environmental Impact Statement (EIS) for the North-South Corridor Study in Pinal County, Arizona.

FRA requests cooperating agency status on this EIS. FRA has an interest in the North-South Corridor Study as decisions for the roadway alignments, environmental studies (economic impacts, cultural, hazardous materials, air, invasive species, endangered species, socioeconomics and water) and evaluation of the alternatives in the Study Corridor could impact the Arizona Passenger Rail Corridor Study: Tucson to Phoenix Project. FRA and the Federal Transit Administration are funding the Arizona Passenger Rail Corridor Study; for which FHWA is a cooperating agency.

In accordance with 40 CFR 1501.6, as a cooperating agency, FRA anticipates being afforded the opportunity to participate in NEPA coordination meetings, raise concerns about technical studies, provide information on alternatives/mitigation, and review/provide comments on pre-draft/pre-final documents relation to environmental issues of concern.

Ms. Andrea Martin, Environmental Protection Specialist in the Office of Railroad Policy and Development, of my staff is hereby designated as the primary point of contact for the Project. Ms. Martin can be reached at (202) 493-6201 or email [andrea.martin@dot.gov](mailto:andrea.martin@dot.gov).

We look forward to working with FHWA and ADOT on this Project.

Sincerely,

David Valenstein  
Division Chief, Environment and Systems Planning  
Federal Railroad Administration

CC: Michael Kies, ADOT Multimodal Planning

## **Appendix B. Participating Agency Letters**

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**From:** [Duarte, Richard M.](#)  
**To:** [Schippers, Susanna](#); [Cecere, Pamela](#)  
**Subject:** FW: H7454 - Response to Cooperating Agency Invitation  
**Date:** Friday, April 01, 2011 9:54:01 AM

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**From:** Rebecca Swiecki [mailto:RSwiecki@azdot.gov]  
**Sent:** Monday, October 18, 2010 5:22 AM  
**To:** 'mary.frye@dot.gov'  
**Cc:** Duarte, Richard M.  
**Subject:** FW: H7454 - Response to Cooperating Agency Invitation

fyi

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**From:** ryoung@azstateparks.gov [mailto:ryoung@azstateparks.gov]  
**Sent:** Saturday, October 16, 2010 12:51 PM  
**To:** Rebecca Swiecki  
**Subject:** Response to Cooperating Agency Invitation

Rebecca,

In repose to your written invitation regarding: HOP AZ STP-999-A(BBM) TRACS No. 999 PN 000 H7454 O1L North-South Corridor Study Cooperating Agency Invitation, I will be participating in your request representing Arizona State Parks. Please feel free to correspond through the mailing address on record or preferably e-mail at [ryoung@azstateparks.gov](mailto:ryoung@azstateparks.gov).

Robert Young  
Park Manager  
Picacho Peak State Park  
520-466-3183  
Fax: 520-466-7442

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*City of Apache Junction*  
*Home of the Superstition Mountains*

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October 21, 2010

Ms. Rebecca Swiecki  
Environmental Project Manager  
ADOT Environmental Planning Group  
206 S Seventeenth Ave  
Phoenix, AZ 85007-3213

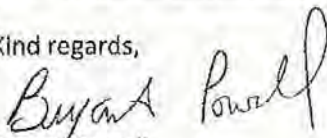
RE: HOP AZ STP-999-A(BBM)  
TRACS No. 999 PN 000 H7454 01L  
North-South Corridor Study  
Cooperating Agency Invitation

Dear Ms. Swiecki:

We are in receipt of your letter dated October 13, 2010 with regards to the aforementioned study. The City of Apache Junction is pleased to accept the invitation to participate in the study.

Giao Pham, City Engineer, will be the city's contact person. He can be reached at 480.474.8516 or via email at [gpham@ajcity.net](mailto:gpham@ajcity.net).

Kind regards,

  
Bryant Powell  
Assistant City Manager

c: David Fern, Public Works Director  
Giao Pham, City Engineer





**CITY OF ELOY**  
ARIZONA  
COMMUNITY DEVELOPMENT DEPARTMENT

October 26, 2010

Rebecca Swiecki  
Environmental Project Manager  
ADOT Environmental Planning Group  
Arizona Department of Transportation  
Intermodal Transportation Division  
206 S. 17<sup>th</sup> Avenue  
Phoenix, AZ 85007-3213

RE: HOP AZ  
STP-999-A(BBM)  
TRACS No. 999 PN 000 H7454 01L  
North – South Corridor Study  
Cooperating Agency Invitation

Dear Rebecca:

Thank you for the invitation to become a participating agency with FHWA in the development of the NEPA document for the North – South Corridor Study referenced above. The City of Eloy accepts this invitation and the local contact participating will be:

Rick Miller  
Community Development Director  
1137 W. Houser Rd.  
Eloy, Az. 85131  
[rmiller@ci.elay.arizona.gov](mailto:rmiller@ci.elay.arizona.gov)  
520-466-3082  
520-840-7316 cell

Thank you.

Rick Miller

1137 W. HOUSER RD, ELOY, ARIZONA 85131  
PH: 520-466-4939  
FAX: 520-464-1438

**"RIGHT IN THE HEART OF ARIZONA'S FUTURE"**



**From:** [Duarte, Richard M.](#)  
**To:** [Cecere, Pamela](#); [Schippers, Susanna](#)  
**Subject:** FW: ADOT North-South Corridor participation  
**Date:** Friday, April 01, 2011 9:43:20 AM

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**From:** Rebecca Swiecki [mailto:RSwiecki@azdot.gov]  
**Sent:** Thursday, October 28, 2010 5:15 AM  
**To:** Javier Gurrola; 'mary.frye@dot.gov'  
**Cc:** Duarte, Richard M.  
**Subject:** FW: ADOT North-South Corridor participation

fyi

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**From:** Mark Thompson [mailto:Mark.Thompson@florenceaz.gov]  
**Sent:** Wednesday, October 27, 2010 5:17 PM  
**To:** Rebecca Swiecki  
**Cc:** Mark Eckhoff  
**Subject:** RE: ADOT North-South Corridor participation

Hello,

The Planning Director, Mark Eckhoff accepts your invitation to participate in the ADOT North-South Corridor study and will be the main contact person for the Town of Florence. He can be reached at 520-868-7540 or via email at [mark.eckhoff@florenceaz.gov](mailto:mark.eckhoff@florenceaz.gov)

Thank you,

Mark Thompson  
Planner I  
Town of Florence  
P.O. Box 2670  
600 N. Main Street  
Florence, AZ 85132  
Office (520) 868-7572  
Fax: (520) 868-7546  
[www.florenceaz.gov](http://www.florenceaz.gov)

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300 E Sixth St  
PO Box 1466  
Mesa, Arizona 85211-1466

November 3, 2010

Ms. Rebecca Swiecki  
ADOT Environmental Planning Group  
Intermodal Transportation Division  
206 S. 17<sup>th</sup> Avenue  
Phoenix, AZ 85007-3213

RE: HOP AZ  
STP-999-A(BBM)  
TRACS No. 999 PN 000 H7454 01L  
North-South Corridor Study  
Cooperating Agency Invitation

Dear Ms. Swiecki:

I am in receipt of your letter dated October 13, 2010 inviting the City of Mesa to participate with FHWA in the development of the NEPA document regarding the North-South Freeway Corridor.

The City of Mesa accepts this invitation. Our representative will be Mr. Ken Hall, Senior Planner in our Transportation Department. Mr. Hall can be reached by email at [Kenneth.Hall@mesaaz.gov](mailto:Kenneth.Hall@mesaaz.gov) or by phone at (480) 644-4729.

We appreciate the opportunity to be a part of this process.

Sincerely,

A handwritten signature in black ink, appearing to read "DK Cleavenger".

Daniel K. Cleavenger, P.E.  
Transportation Department Director



THE STATE OF ARIZONA  
**GAME AND FISH DEPARTMENT**

5000 W. CAREFREE HIGHWAY  
PHOENIX, AZ 85086-5000  
(602) 942-3000 • WWW.AZGFD.GOV

GOVERNOR  
JANIEL K. BREWER  
COMMISSIONERS  
CHAIR, JENNIFER L. MARTIN, PHOENIX  
ROBERT R. WOODHOUSE, ROLL  
NORMAN W. FREEMAN, CHINO VALLEY  
JACK F. HUSTED, SPRINGVILLE  
J.W. HARRIS, TUCSON  
DIRECTOR  
LARRY D. VOYLES  
DEPUTY DIRECTORS  
GARY R. HOVATTER  
BOB BROSCHEID



November 8, 2010

Ms. Rebecca Swiecki, Environmental Project Manager  
ADOT Environmental Planning Group  
206 South Seventeenth Avenue  
Phoenix, AZ 85007-3213

**RE: HOP AZ  
STP-999-A(BBM)  
TRACS No. 999 PN 000H745401L  
North-South Corridor Study  
Cooperating Agency Invitation**

Dear Ms. Swiecki:

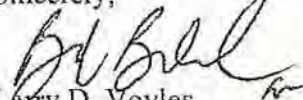
The Arizona Game and Fish Department (Department) has received your letter, dated October 13, 2010, inviting the Department to become a participating agency with the Federal Highway Administration in the development of the National Environmental Policy Act (NEPA) documentation and Environmental Impact Statement (EIS) for the North-South Corridor. The Department understands the North-South Corridor study is to identify a transportation corridor to connect US 60 with Interstate 10 in order to provide access to a rapidly growing portion of Pinal County and to improve regional mobility. The Department further understands the proposed North-South Corridor study begins at US 60 in the vicinity of Apache Junction, and ends south approximately 45 miles to connect to Interstate 10 in the vicinity of Eloy and Marana.

The Department accepts this invitation to become a cooperating/participating agency with the Federal Highway Administration on the North-South Corridor. For future correspondence and coordination please direct all information to the two Department contacts listed below:

Mr. Mike Demlong  
Habitat Specialist – Region V  
Arizona Game and Fish Department  
555 N. Greasewood Road  
Tucson, AZ 85745  
Phone: 520-388-4447  
Fax: 520-628-5080  
[mdemlong@azgfd.gov](mailto:mdemlong@azgfd.gov)

Ms. Dana Warnecke  
Habitat Specialist – Region VI  
Arizona Game and Fish Department  
7200 E. University Avenue  
Mesa, AZ 85207  
Phone: 480-324-3547  
Fax: 480-324-3596  
[dwarnecke@azgfd.gov](mailto:dwarnecke@azgfd.gov)

Sincerely,

  
Larry D. Voyles  
Director





## City of Casa Grande

November 8, 2010

Ms. Rebecca Swiecki  
Environmental Project Manager  
ADOT Environmental Planning Group  
206 S. 17<sup>th</sup> Ave.  
Phoenix, AZ 85007-3213

Re: North-South Corridor Study – NEPA/EIS

Dear Ms. Swiecki:

Thank you for the invitation to participate in the NEPA/EIS process for the North-South Corridor Study. Kevin Louis, our Public Works Director has agreed to represent the City of Casa Grande on this study.

Mr. Louis' contact information is as follows:

Kevin Louis, Public Works Director  
Northern Operations Center  
3181 N. Lear Avenue  
Casa Grande, AZ 85122  
520.421.8625  
[klouis@casagrandeaz.gov](mailto:klouis@casagrandeaz.gov)

Please feel free to contact me if you have any questions regarding this matter.

Cordially,

Paul R. Tice II, AICP  
Planning & Development Director

C: Kevin Louis, City of Casa Grande Public Works Director



**DEPARTMENTS OF THE ARMY AND THE AIR FORCE**  
**Joint Force Headquarters - Arizona**  
**5636 East McDowell Road**  
**Phoenix, Arizona 85008-3495**

November 10, 2010

Construction and Facilities Management Officer

Rebecca Swiecki  
Environmental Project Manager – ADOT Environmental Planning Group  
206 South Seventeenth Avenue  
Phoenix, Arizona 85007-3213

Dear Rebecca,

My office is in receipt of your North-South Corridor Study Cooperating Agency Invitation letter dated October 13, 2010. We appreciate the opportunity to be involved with this process as a cooperating agency, and look forward to participating in your agency's various meetings to address our concerns regarding this project. As an agency with limited land resources on which to train its soldiers, protecting the lands that we do have is very important to us. The outer limits of this project affect two of our training areas.


The first location that is potentially affected is the Rittenhouse Auxiliary Airfield (RAA) located at the NEC of Schnepf and Ocotillo Roads. While the North South Corridor does not include lands within this training area, any highway project within two miles of RAA would impact the National Guard's training capacity and ability to train for worldwide contingency missions and state emergency response. The close proximity of a highway degrades, if not eliminates, the areas' practical use for day and night helicopter training use. Light poles, power lines, cranes, general congestion and associated structures will negatively affect safe flight operations potentially resulting in the loss of the area as an important training asset. Due to increasingly diminishing training lands in the Phoenix area, it is unlikely to find a suitable replacement that offers the advantages and utility provided by the use of Rittenhouse Airfield.

The second location that is potentially affected is the Florence Military Reservation (FMR). This location is our second largest training site in the State. It appears from the depiction of the project's outer limits that some of the Federal Lands used by the State for training are included as the eastern most boundary for the corridor. This not only reduces the lands available to train soldiers, it may also affect existing and planned ranges in this area. Additionally, it appears that our munitions storage facility is encroached upon by the corridor's path through the training site. While better information would be needed to analyze the impact, munitions storage facilities have

explosive arcs that limit the development within a specific radius. The proximity of a public thoroughfare to this structure could limit the viability of its use.

The Construction and Facilities Management Office would be happy to coordinate any information that you may require for consideration during your investigations. Please feel free to contact Sandra Mallach, Director, Planning and Programming Office at 602.629.4395 or [Sandra.mallach@us.army.mil](mailto:Sandra.mallach@us.army.mil).

Again, thank you for the invitation, and we look forward to working with you.

  
STEVEN L. SMITH  
LTC, SC, AZARNG  
Construction and Facility  
Management Officer

**From:** [Duarte, Richard M.](#)  
**To:** [Schippers, Susanna](#); [Cecere, Pamela](#)  
**Subject:** FW: HOP AZ STP-999-A(BBM) North-South Corridor Study Cooperating Agency Invitation  
**Date:** Friday, April 01, 2011 9:55:18 AM

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**From:** Rebecca Swiecki [mailto:RSwiecki@azdot.gov]  
**Sent:** Thursday, November 11, 2010 9:48 AM  
**To:** mary.frye@dot.gov; Duarte, Richard M.  
**Cc:** Javier Gurrola  
**Subject:** FW: HOP AZ STP-999-A(BBM) North-South Corridor Study Cooperating Agency Invitation

fyi

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**From:** Wayne Balmer [wayne.balmer@queencreek.org]  
**Sent:** Wednesday, November 10, 2010 1:52 PM  
**To:** Rebecca Swiecki  
**Cc:** Tom Condit; Troy White; Wendy Kaserman; Javier Gurrola  
**Subject:** HOP AZ STP-999-A(BBM) North-South Corridor Study Cooperating Agency Invitation

Dear Rebecca:

Thank you for your invitation to the Town of Queen Creek to become a participating agency with FHWA in the development of the NEPA document for the North-South Freeway Corridor. The Town accepts your invitation and is pleased to become part of the process. We have already been working with Javier on this project, and we are prepared to provide any assistance you may require of us. I will be the Town's point of contact for this project, so in the future please send any information you may have to me at the address below.

Should you have any questions, please feel free to contact me.

Best regards.

**Wayne Balmer, AICP** | Community Development Manager, Development Services Department | Town of Queen Creek | phone: 480-358-3095 | fax: 480-358-3105 | e-mail: [wayne.balmer@queencreek.org](mailto:wayne.balmer@queencreek.org) | 22350 S. Ellsworth Road, Queen Creek, AZ 85242 | [www.queencreek.org](http://www.queencreek.org)  
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## **Appendix C. Agency Contact List**

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**North-South Corridor Study**  
**Agency and Stakeholder Contact List**

Agency	Department	Last name	First name	Title	Address	Address 2	City	State	ZIP Code	Phone	E-mail
<i>Lead agencies</i>											
Arizona Department of Transportation	Environmental Planning Group	Cady	Joanie	Environmental Planner III	1611 W. Jackson St.	MD EM02	Phoenix	AZ	85007	602.712.7767	jcady@azdot.gov
Federal Highway Administration	Arizona Division Office	Cremer	David	Environmental Coordinator	4000 N. Central Ave.	Suite 1500	Phoenix	AZ	85012-1906	602.382.8976	david.cremer@dot.gov
<i>Cooperating agencies</i>											
U.S. Army Corps of Engineers		Tucker	Kathleen	ADOT Liaison to Army Corps	3636 N. Central Ave.	Suite 900	Phoenix	AZ	85012	602.640.5385	kathleen.a.tucker@usace.army.mil
U.S. Bureau of Reclamation	Phoenix Area Office	McGlothlen	John		6150 W. Thunderbird Rd.		Glendale	AZ	85306-4001	623.773.6256	jmcglothlen@usbr.gov
U.S. Environmental Protection Agency	Region IX	Meek	Clifton	Environmental Specialist	75 Hawthorne St.	CED-2	San Francisco	CA	94105	415.972.3370	meek.clifton@epa.gov
U.S. Fish and Wildlife Service	Tucson Sub Office	Richardson	Scott	Biologist	201 N. Bonita	Suite 141	Tucson	AZ	85745	520.670.6150	scott_richardson@fws.gov
U.S. Federal Railroad Administration	Office of Railroad Policy and Development	Martin	Andrea	Environmental Protection Specialist	1200 New Jersey Avenue, SE		Washington	DC	20590	202.493.6201	andrea.martin@dot.gov
Western Area Power Administration	Desert Southwest Region	Barger	Mary	NEPA Document Manager	615 S. 43rd Ave.	PO Box 6457	Phoenix	AZ	85005-6457	602.605.2524	barger@wapa.gov
<i>Participating agencies</i>											
Arizona Air National Guard	Planning and Programming	Mallach	Sandra	Director	5636 E. McDowell Rd.		Phoenix	AZ	85008-3495	602.629.4395	sandra.mallach@us.army.mil
Arizona Game and Fish Department	Region V	Windes	John	Habitat Program Manager	555 N. Greasewood Rd.		Tucson	AZ	85745	520.628.5376	jwindes@azgfd.gov
Arizona Game and Fish Department	Region VI	Wolff-Krauter	Kelly	Habitat Specialist	7200 E. University Ave.		Mesa	AZ	85207	480.981.9400	kwolff-krauter@azgfd.gov
Arizona State Parks	Picacho Peak State Park	Young	Robert	Park Manager	PO Box 275		Picacho	AZ	85241	520.466.3183	ryoung@azstateparks.gov
City of Apache Junction		Pham	Giao	City Engineer	300 E. Superstition Blvd.		Apache Junction	AZ	85219	480.474.8516	gpham@ajcity.net
City of Casa Grande	Public Works	Louis	Kevin	Director	3181 N. Lear Ave.		Casa Grande	AZ	85122	520.421.8625	klouis@casagrandeaz.gov
City of Eloy	Community Development	Krauss	Harvey	Director	1137 W. Houser Rd.		Eloy	AZ	85131	520.466.3082	hkrauss@Ci.Eloy.AZ.US
City of Mesa	Transportation Department	Hash	James	Senior Planner	300 E. Sixth St.	PO Box 1466	Mesa	AZ	85211-1466	480.644.3556	<a href="mailto:james.hash@mesaaz.gov">james.hash@mesaaz.gov</a>
Town of Florence	Planning	Eckhoff	Mark	Planning Director	600 N. Main St.	PO Box 2670	Florence	AZ	85132	520.868.7540	mark.eckhoff@florenceaz.gov
Town of Queen Creek	Development Services	Balmer	Wayne	Community Development Manager	22350 S. Ellsworth Rd.		Queen Creek	AZ	85242	480.358.3095	wayne.balmer@queencreek.org
U.S. Natural Resources Conservation Service	State Office	Smarik	Steve	Conservationist	230 N. 1st Ave.	Suite 509	Phoenix	AZ	85003	602.280.8801	steve.smarik@az.usda.gov
U.S. Bureau of Land Management	Hassayampa District Office	Bulletts	Angela	Hassayampa District Manager	21605 N. 7th Ave.		Phoenix	AZ	85027	623.580.5500	angela_bulletts@blm.gov
U.S. Federal Aviation Administration	Western Region	Withycomb	William	Regional Administrator	15000 Aviation Blvd.		Lawndale	CA	90261	310.725.3550	william.withycombe@faa.gov
U.S. Federal Transit Administration	Region 9	Rogers	Leslie	Regional Administrator	201 Mission St.	Suite 1650	San Francisco	CA	94105	415.744.3133	Leslie.rogers@fta.dot.gov
<i>Key stakeholders</i>											
Arizona Department of Corrections	AZ State Prison Complex - Florence	McWilliams	Carson	Warden	P.O. Box 629		Florence	AZ	85232	520.868.4011	cmcmwilliams@azcorrections.gov
Arizona Department of Environmental Quality	Southwest Arizona	Scalamera	Rob		1110 W. Washington St.	Mailstop 5415A-1	Phoenix	AZ	85007	602.771.2300	scalamera.robert@ev.state.az.us
Arizona Department of Public Safety	Highway Patrol Division	Corbin	Lt. Mike	Casa Grande - District 6 Headquarters	410 West Centennial		Casa Grande	AZ	85222	520.836.1057	mcorbin@azdps.gov
Arizona State Land Department	Planning	Green	Michelle	Project Manager	1616 W. Adams		Phoenix	AZ	85007	602.364.2502	mgreen@land.az.gov
Central Arizona Association of Governments	Transportation	Patro	Sooraz	Transportation Data Coordinator	1075 S. Idaho Rd.	Suite 300	Apache Junction	AZ	85219	480.474.9300	spatro@caagcentral.org
Central Arizona Project	Engineering	Kernan	Patrick	Civil Engineer	23636 N. Seventh St.	PO Box 43020	Phoenix	AZ	85024	623.869.2494	pkernan@cap-az.com
Central Arizona Project	Recreational Trails Coordination	Fitzgerald	Tom	Lands Administrator	23636 N. Seventh St.	PO Box 43020	Phoenix	AZ	85024	623.869.2209	tfitzgerald@cap-az.com
City of Coolidge	City Manager	Flatley	Robert	Manager	130 W. Central Ave.		Coolidge	AZ	85228	520.723.5631	bobf@coolidgeaz.com

North-South Corridor Study  
Agency and Stakeholder Contact List

Agency	Department	Last name	First name	Title	Address	Address 2	City	State	ZIP Code	Phone	E-mail
Maricopa Association of Governments	Transportation	Herzog	Roger		302 N. 1st Ave.	Suite 300	Phoenix	AZ	85003	602.254.6300	rherzog@azmag.gov
Maricopa County	Transportation Division	Sabatini	Mike	Planning Division Manager	2901 W. Durango St		Phoenix	AZ	85009	602.506.8600	michaelsabatini@mail.maricopa.gov
Phoenix-Mesa Gateway Airport Authority	Planning	Fix	Walt	Planning Director	5835 S. Sossaman Rd.		Mesa	AZ	85212	480.988.7709	wfix@phxmesagateway.org
Phoenix-Mesa Gateway Airport Authority	Development	Williams	Carmen	Airport Planner	5835 S. Sossaman Rd.		Mesa	AZ	85212	480.988.7705	cwilliams@phxmesagateway.org
Pima Association of Governments		Hayes	Gary	Executive Director	177 N. Church Ave.	Suite 405	Tucson	AZ	85701	520.792.1093	ghayes@pagnet.org
Pima Association of Governments	Transportation Planning	Campbell	Cherie	Transportation Planning Director	177 N. Church Ave.	Suite 405	Tucson	AZ	85701	520.792.1093	ccampbell@pagnet.org
Pinal County	Planning and Development	Stabley	Jerry	Director	31 N. Pinal St.	Bldg. F	Florence	AZ	85132	520.866.6442	Jerrold.Stabley@pinalcountyaz.gov
Salt River Project		Voda	Michael	Project Engineer	PO Box 52025		Phoenix	AZ	85072	602.236.5122	michael.voda@srpnet.com
Town of Gilbert	Planning and Development	Mieras	Kyle	Manager	90 E. Civic Center Drive		Gilbert	AZ	85296	480.503.6705	kyle.mieras@gilbertaz.gov
Valley Metro	Valley Metro/RPTA	Boggs	Stuart	Manager	302 N. 1st Ave.	Suite 700	Phoenix	AZ	85003	602.262.7242	sboggs@valleymetro.org